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Continued from Page 19

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# fishing news

July 14, 1978

No. 3387

Est. 1913

20p

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# NATIONAL TRAWLER STRIKE THREAT

Crucial port ballot

BRITAIN'S fishing industry could be crippled by a strike of trawlermen within the next few weeks if Aberdeen fishermen show their support for the Transport and General Workers' Union's recommendations on decasualisation for fishermen.

It was announced last week that the union intends to ballot trawlermen at the Scottish port following the breakdown of talks between the trawler owners and union representatives on the subject of regular employment for fishermen at a meeting in Hull.

Aberdeen's trawlermen have been chosen for the vote because there is 100 per cent TGWU membership at the port.

If the vote favours industrial action other TGWU members who land, transport and process the fish are expected to back the fishermen.

on a nationwide basis and the Aberdeen decision is almost certain to be endorsed by trawlermen at all the major UK fishing ports.

Of Britain's 16,000 fishermen the union concedes this figure is too large for the present trawler fleets and believes only about one third of this figure could now be employed on a regular basis. It asked for a breakdown by port of how many men are currently required and wants a register to be set-up of full-time fishermen on permanent employment.

The union asked the

Turn to page 17

## SHETLAND SHOCK Special deal

A UK fishing industry row is brewing following a demand from Shetland to be given its own special fishing plans within the EEC. There is great resentment that the Shetland Islands Council has decided to go it alone by presenting an alternative to exclusive national limits.

It seems that the Shetlands Council have indicated they want a fishing plan to be devised for Shetland waters within which all vessels would need to be licensed to fish. When it came to allocating these licences Shetland vessels would have priority.

One Scottish fishing spokesman commented: 'While Shetland seems prepared to bow under EEC pressure — all the more surprising as they were one of the few areas to vote no in the referendum — they seem to be asking for a 50 mile limit round Shetland. Is the Council so naive that they think a 50 mile limit round Shetland can be obtained but not round the rest of the UK?'

He went on: 'This move must give heart to Gundelach and the other Members of the EEC just at a time when the British Government is indicating that it will take the measures necessary to protect the stocks upon which the livelihoods of British fishermen depend. No doubt Gundelach will use the apparent willingness of

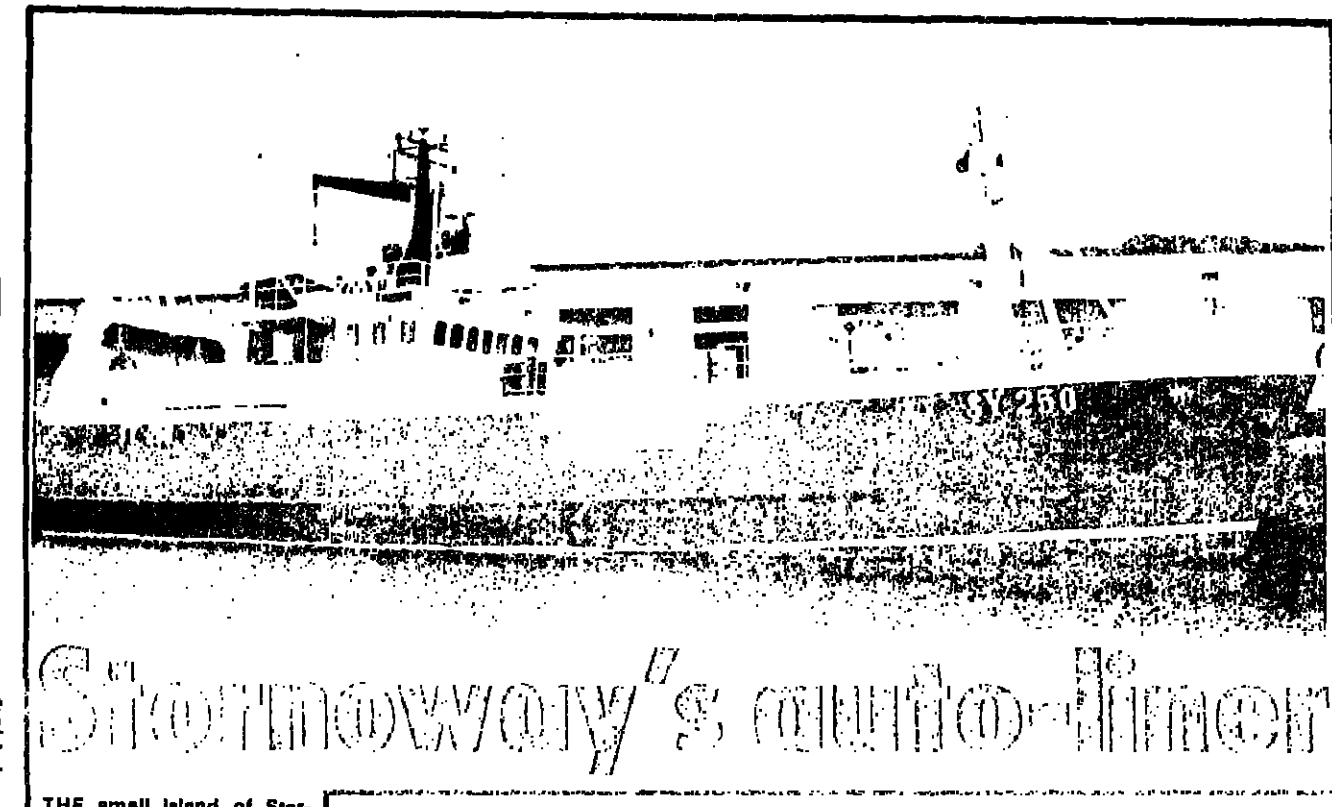
one important part of the British industry to accept fishing plans in future negotiations.'

But does the document reflect the views of local fishermen as opposed to the Council which drew up the scheme?

Secretary-manager of the Shetlands Fishermen's Association, George Hunter, told *Fishing News* that the Council's proposal had not been formally put to his members yet. 'But we are studying the document and will have a reaction shortly,' he added.

There can be no doubt that since distant and middle water trawlers were excluded from Third Country waters Shetland grounds have seen more fishing activity. Local fishermen are worried that the incursion of these large trawlers will deplete the stocks on local grounds. Island processors have in recent months been finding it difficult to get adequate supplies for their factories. But Shetland does not have these problems in isolation.

The Western Isles and the smaller west coast of Scotland ports are facing a bleak future with the herring ban now in force and the possibility of a haddock ban. The Clyde faces the influx of herring boats displaced from the Minke, the south-west faces the onslaught associated with the mackerel season.



THE small island of Stormoway had something big to shout about with the arrival of the 114ft. fishing vessel *Ann Elisebeth*. Fitted with a Norwegian automatic lining system, she heralds a return to a method of fishing in keeping with all the pleas for conservation. After a training course in Denmark, her crew are all geared up to use the auto-line system which has aroused a lot of interest among fishermen. Story page 7.



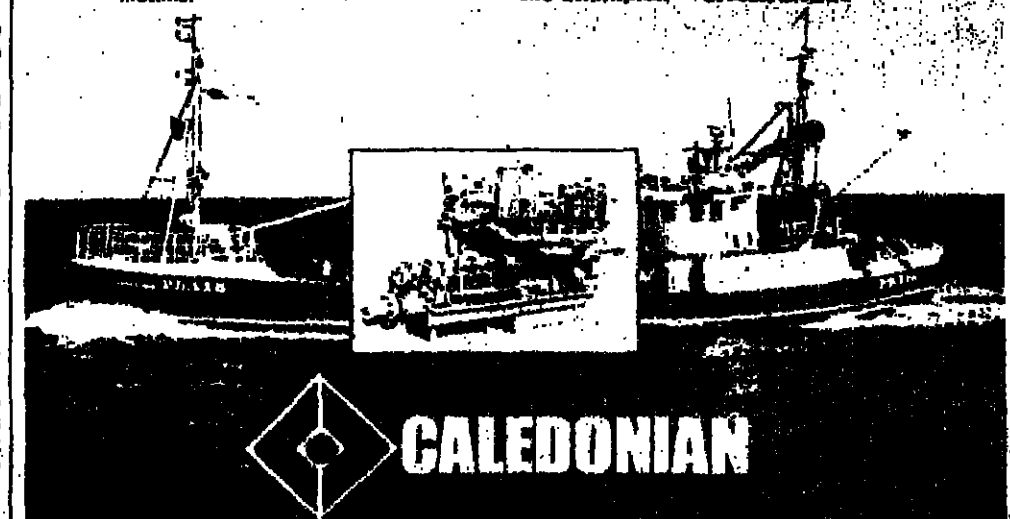
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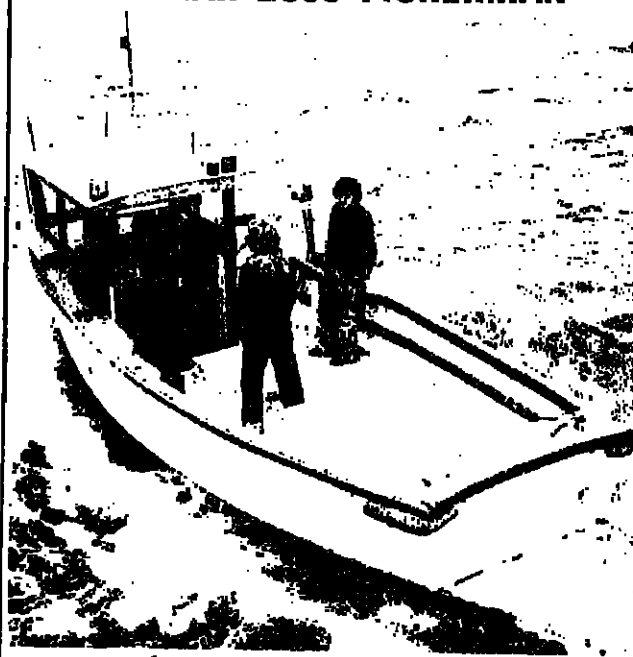
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## TAMAR 2000 FISHERMAN

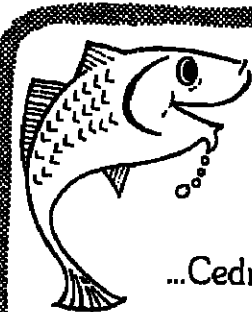


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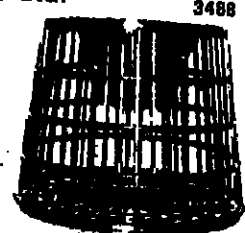


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John Silkin and his host in Norway, Jens Evensen (centre) chat to the skipper of a Norwegian trawler in Bergen harbour.

## NORWAY-TORIES HAMMER SILKIN

A TEAM of British experts is to go to Bergen soon to co-ordinate British and Norwegian fishing conservation and enforcement. Mr. Silkin announced this move following his statement to the Commons on Friday about his apparently successful visit to Norway. But opposition spokesmen were concerned about the effect Mr Silkin's trip might have on an EEC fisheries settlement.

The posting of officials to Bergen is a result of an informal agreement to work more closely together on fishery control and enforcement.

Mr. Silkin said that in Norway he had met the ministers concerned with the

law of the sea, fisheries, agriculture and foreign affairs. They had discussed the current position in international negotiations about allocation and regulation of fishing opportunities, particularly in the north-east Atlantic.

He had also wanted to confer with the Norwegian ministers about his own unilateral conservation measures, announced while he was in Oslo. They had also discussed the consequences for conservation and management of fish stocks, of continuing absence of agreement within the EEC on revision of the Common Fisheries Policy.

"It was no part of my remit to negotiate formally with Norway, but my opposite numbers and I had a valuable exchange of information and ideas on conservation and other aspects of fisheries. On many of these issues the views of Norwegian ministers and of the British Government were very close and we resolved to maintain the contact we had established."

Mr. John Peyton, Conservative shadow minister of Fisheries, said: "The measures he had announced seemed somewhat meagre. Why had Mr. Silkin not yet referred to restriction of gear, to one net per vessel, or to a general increase in mesh sizes?"

Mr. Silkin commented that his "thin statement" had produced a lot of verbiage from Mr. Peyton. He had made the statement because in negotiations of that sort when the whole country was involved, it was his duty to come to the House and be

questioned. The measures announced while he was in Oslo were interlocked with the conservation and enforcement questions they had discussed in Norway. They could take measures like that without realizing that they must affect Norwegian waters.

See page 13.

## VOTE TO AMEND THE HERRING BAN

THE EUROPEAN Parliament voted to amend a Commission regulation excluding Norway and the Faeroes from a ban on herring fishing off the west coast of Scotland last Friday.

The vote followed a debate in which Mark Hughes, Labour MP for Durham, said that the agriculture and fisheries committee, for which he was spokesman, would not have been so quick to endorse the Commission regulation if they had then known of the exclusion of the Faeroes and Norwegians.

Although the Commission put forward their proposals on the basis of "overwhelming biological evidence" which the agriculture committee accepted unanimously, there was at least one dissentient in the Parliament.

Henk Vredeling, Vice-President of the Commission, was much milder in his

cast doubt on the validity of the scientific evidence and added that if there were doubt they might be depriving some fishermen of their living unfairly.

A sharp attack was made on the British proposals, which were not the subject of the debate, but had been announced unilaterally in London earlier in the week.

Erik Andersen, of Denmark, called the British measures one-sided and said they would have a direct and detrimental effect on Danish fishermen in favour of British fishermen.

Henk Vredeling, Vice-President of the Commission, was much milder in his

## FAROE DEAL

A DEAL to have Faroese fish landed at Shetland to keep local processing factories working while local landings are low has been arranged by Shetland Fish Merchants' Association.

A six man delegation from the association visited Faroe last week. Harry Gray, association secretary, said that initially one Faroese boat will land directly from the grounds as an experiment, probably with about 40-50 tons of haddock, cod and saithe.

Details of the prices being paid have not been revealed by the processors, but Mr. Gray said they were very happy with the negotiations, with the price based on the ruling prices in Faroe.

# Champagne welcome for Icelandic trawler

FLEETWOOD gave a big welcome to the first Icelandic trawler to dock at the port for more than 20 years last week. The stern trawler Dagny landed 1,598 kts — almost all cod — which sold for £52,463, representing the highest grossing made at the port for many months.

On the morning of Dagny's landing there was something of the atmosphere of a new ship's arrival with the first kit of cod auctioned being sold for charity and its buyer being presented with two bottles of champagne by the firm's agents, J. Marr and Son Ltd.

The kit sold for £105 and was bought by Bramwell and Marsden. The money went to

the Royal National Mission to Deep Sea Fishermen. Jim Cross, Marr's Fleetwood manager and president of the Fleetwood Fishing Vessel Owners' Association, said that if the ban on Icelanders had not

been lifted there would have been every possibility of the FFVOA going to the wall. They had, he said, been hit first by the pull-out of Wyre Trawlers and then further by the departure of French vessels for the summer. The association guaranteed lumpers £10 a day and they needed to be fully employed if their earnings were not to be a drain on the FFVOA landing account.

He added: "This is the beginning of a new era. Let's hope that it will bring a boost for everybody. I can't see that our fishermen will suffer. The main supplies coming into Fleetwood will be from British ships but we will now be able to release some of our

vessels in the autumn to go after mackerel which should prove quite lucrative."

Apart from Dagny's catch there was only one other of any size during the week — and this also came from a foreign vessel. The French stern trawler Trézien landed 875 kts which sold for £21,872.

## CORRECTION

IN Fishing News June 30, we reported that a Hull Skipper Chris Hamling in the Arctic Raider was fined £80 with £1,000 costs for failing to comply with traffic rules in the Channel. This was a misprint, the costs were assessed at £100.

## COMMENT

IN TERMS of votes at a General Election, the fishing industry is small fry. Even if all the people engaged in back-up services to fishermen were included, it would still be difficult to fill Wembley Stadium.

Fortunately, the numbers game does not outweigh the value of a big contribution to the wealth of a country made by a relatively small number of people. And suddenly even politicians are beginning to wake up to this fact.

With the hum of an election emanating from Westminster, the fishing industry is about to be wooed. No doubt the Government will be feeling a little complacent over its performance on fishing and will be reminding us of what it's done. In this column, last week, we expressed some doubts about where the Government is taking the fishing industry.

What is more alarming, is that the Tory Party spokesmen are busily reassuring the industry that they will be taking an equally strong stand on fishing. Even Mrs Thatcher has been tempted to promise a "square deal".

What doesn't seem to have sunk in, is that we are not happy with the progress made on fishing. As the White Fish Authority's chairman says this week: "Things have not changed, they have simply become exaggerated." For the Tories to promise to do equally well on fishing, leaves little to get worked up about. If the Tories really want to beef up their campaign, they should talk in words that really mean something. This could start with a pledge to achieve a 50-mile limit.

Fishermen no longer want to get tied up with "dominant preferences", or "sea lion's shares", or even "fishing plans"—and all the other jargon that means we are not going to get a wide exclusive limit.

A RATHER unusual fishing display took place at Lyme Regis, in Dorset, last week. With none of the razzmatazz of the professional exhibition circuit, fishing gear suppliers and manufacturers got together and displayed their wares in a car park.

A shirt-sleeves occasion with not an executive pin-stripe suit in sight, the result was an important point of contact with local fishermen who are often too busy to travel hundreds of miles to visit the big shows. With site space at just £40 a time, there was no need for high pressure salesmanship to justify the cost of being there. In this relaxed atmosphere orders were placed, but more important, exhibitors were able to spend time getting a feed-back from fishermen about the performance of equipment and their requirements.

For such a practical show it was fitting that at the helm should be a former fisherman, Roy Gollop, who has now moved over to supplying fishing gear. He's already making plans for another and bigger show next year — and this could start a trend which will be followed up in other parts of the country.

## fishing news

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Harry Barrett

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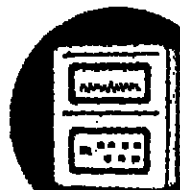
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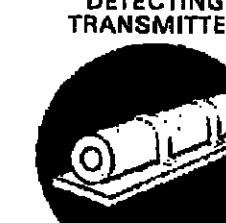
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## NORTH WALL FISH LTD.

WITH AN article in *Fishing News* last week, on the participation of the Grimsby firm, North Wall Fish Ltd., in the Frozen Food Industries Exhibition, we carried a photograph of Colin Harrison who is the firm's sales director. In the caption he was described as John Holt, who is in fact chairman and managing director. We apologise for this mistake and also the reference to brand name "Ocean Moods" which should have read "Ocean Foods."

The title of North Wall Fish Ltd., was adopted in April 1973 to cover all the divisions of the original wet fish business of Rex Kemp Ltd., which was founded in the 1950's.

Both Mr. Holt and Mr. Harrison joined the company from Associated Fisheries & Foods Ltd. in 1974, in order to extend the then primarily wet fish activities of the company into the frozen food market.



## ALL THE STOCKS UNDER ATTACK



## Navy gets out hoses and guns

WHEN the 50ft. Oban-registered trawler *Starjen* caught fire (*Fishing News*, last week), it gave the crew of a new recruit to the fisheries protection squadron a chance to show their paces. On one of her first fish patrols, HMS *Wotton*, answered the distress call. Despite a big fire-fighting operation *Starjen* sank. However, the Navy were able to disperse an oil slick and machine guns were brought into action to break up floating debris. *Starjen's* crew were saved by a passing yacht. HMS *Wotton* is commanded by Lt. Cmdr. A. F. G. Murkin.

## —warns Meek

BRITISH FISHERMEN are making more money than ever this year — "but it is against a steadily darkening scene, one full of threat for the future." This was the depressing note sounded by the chairman of the White Fish Authority Mr. C. I. Meek at a press conference in London today (Friday).

Presenting the WFA's annual report, Mr. Meek said it was difficult to say anything different from what he had said last year, because we are not any closer to solving problems with our Common Market partners. "Things have not changed, they have simply become exaggerated."

### Stocks

The absence of a Common Fisheries Policy means that the domino theory is now in practice.

One major stock after another is now under attack, said Mr. Meek. "First it was North Sea herring, then the

mackerel, now the west coast herring, and all of us are very concerned about what awaits the haddock."

While backing the Government on the west coast herring ban, Mr. Meek said that it had caused anxiety about extra effort being put on white fish stocks which are already more than fully exploited.

Of special concern was the high TAC being talked about for mackerel this year. In view of the vulnerability of pelagic stocks, Mr. Meek warned that these figures looked extremely dangerous.

The reason for the high TAC on mackerel could be because our Common Market partners have not kept to the agreement to restrain catches to the level of last year, suggested Mr. Meek.

Scottish catches for all white fish this year have been down on last year, he said. The only way that Britain has sought to combat this

situation has been through unilateral conservation measures. What else can we do?

There is an uncomfortable choice, said Mr. Meek. We can wait for the CFP settlement and watch fish stocks destroyed or bring in severe measures like a one-net rule. As this must be non-discriminatory, our own industry will suffer as much as anyone else's.

### Plunder

"We always suffer on account of a policy which is basically designed to legalise the plunder of a British resource," said Mr. Meek.

The WFA report notes that there was a four per cent rise in the British white fish catch last year to 968,000 tonnes. Value at £294m. was 25 per cent up on the previous year. Imports at 172,000 tonnes showed little change.

## Jumpy markets keep record safe

GRIMSBY'S North Sea fleets of anchor-seiners and pair trawlers really came into their own last week with some of the heaviest-ever landings and strings of career-best grossings as hundreds of kits of cod and codling were put ashore.

Chapman's *Zarepta* (Sk. Bent Jensen), *Kell-Jan* (Sk. Jens Thomsen) and *Consola's* *Rosenborg* (Sk. Niels Peter Jensen), *Guldborg* (Sk. Hans Kristiansen) and *Christiansborg* (Sk. Verner Jensen) each seemed set to smash the Grimsby port seiner grossings record with turn out well over 400 kits. But with wildly erratic markets they all missed out.

One salesman told *Fishing News*: "I just cannot understand the trade at the moment. The laws of supply and demand and at the moment fish is plentiful, but one day the market's at rock bottom and it's a struggle to get 'mini' and the next day the merchants fight for the same fish."

Nevertheless 37 out of 47 local anchor-seiners (excluding foreigners) grossed more than £7,000 for their trips during a week when supplies yet again topped 30,000 kits. In addition there was over 6,000 boxes of overland fish, mainly from the north.

The best seven seining trips all bettered five figures in grossings and apart from the intrusion of *Sleight's* *Fourseas* (Sk. Ole Thinnessen) in the fourth slot on £10,881 from 360 kits, were monopolised by Consolidated Fisheries and the Chapman-argued seiners with three apiece.

In the end *Consola's* *Christiansborg* took the top spot with £12,854 from a massive landing of 501 kits, almost entirely codstuffs, after a 13-day trip. Pair trawling honours went

## Fine for sleepy fisherman

PLYMOUTH fisherman John Walklin couldn't resist the lure of the sun when it made one of its rare appearances this summer.

He slung his lines over the side, tethered his boat to a convenient buoy in Plymouth Sound — and fell fast asleep.

Unfortunately, the buoy belonged to the Queen and was not there for his convenience.

A Ministry of Defence launch drew up alongside and disturbed the slumbering skipper's dreams. As a result, Mr. Walklin was prosecuted last week by the Queen's Harbourmaster for using the buoy, and was fined £10 at Plymouth magistrates' court.

## SQUID SKY HIGH

MILFORD Haven's record-breaking skipper Robert Foster continues an outstanding run of success last week. His command, *Picton Sea King*, landed a 187-kit haul which sold for £9,235 — just short of the new high the vessel made on her previous trip.

One of the main reasons for the vessel's success was a good catch of squid which has been making up to 200 a trip. On the same day, an *Argo* landing there was also a return for *Arthur* (Sk. Donavan) Her 75 kits sold for an excellent £2,900.

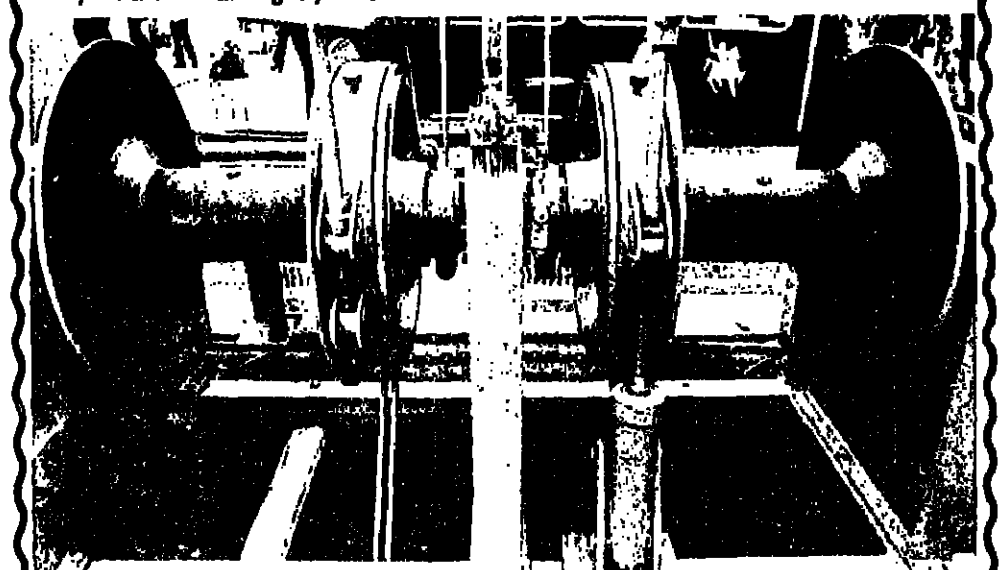
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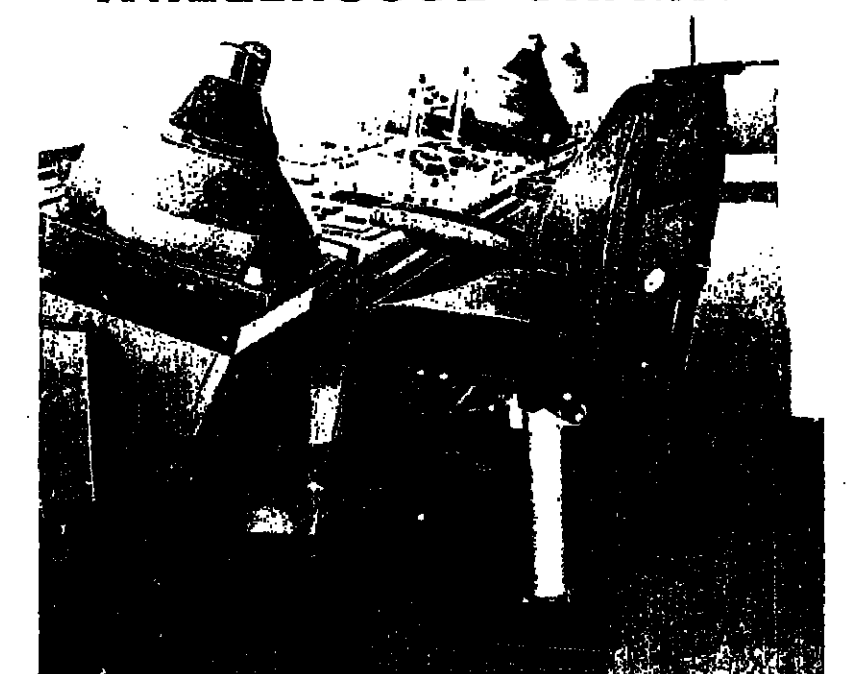


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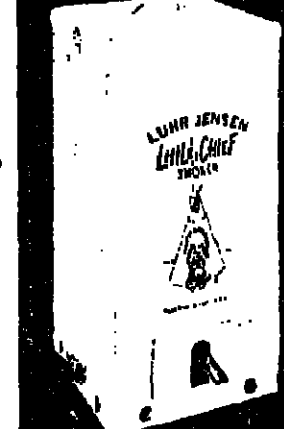
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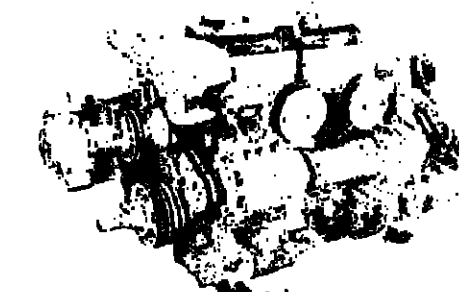
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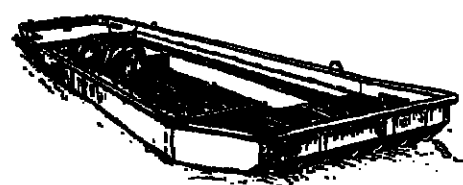
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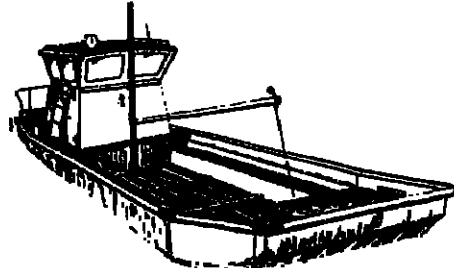
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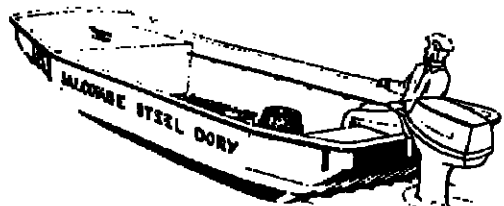
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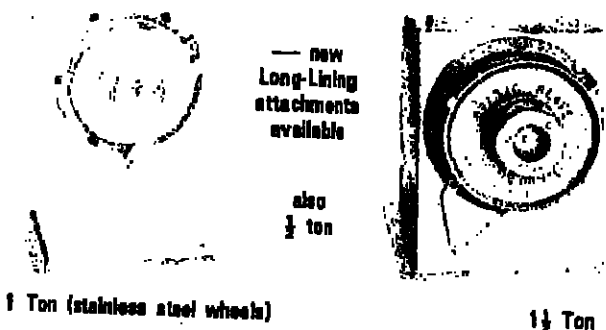


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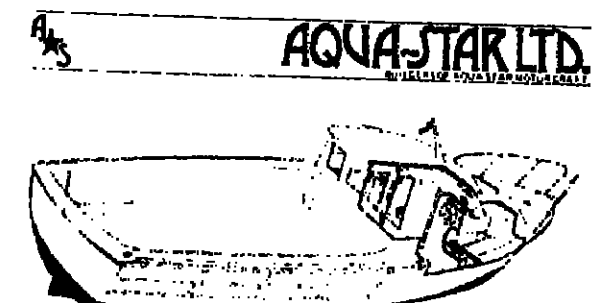
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## RUSH FOR TRAINING COURSES

THERE HAS been a flood of applications to attend White Fish Authority training courses. Following a recent advertisement in *Fishing News* many of the courses are booked solid for the remainder of the year.

"The response so far has been very gratifying," said WFA training manager Duncan Amos. "Of the 35 courses advertised a few weeks ago, 21 are now fully booked, and the remaining 14 are filling up rapidly."

"The fishing gear technology courses are proving particularly popular," said Mr. Amos. "The flume tank really is like a dream come true for many fishermen, as it allows them to see the effects that different rigging arrangements have on their trawls."

"We now have over 40 different trawls, a couple of seine nets and a selection of trammel and gill nets for demonstration in the tank — in fact something for almost everyone."

Places are still available on gear courses to be run from

July 21 to August 4 and December 4 to 8. These will concentrate on pair trawls used by vessels with a combined power of 500 to 1000 hp.

Another course which is proving very popular is one on coastal fishing. This is designed mainly for skippers of inshore vessels below about 160 hp. It provides instruction on small echosounders, engines and hydraulics, fish behaviour, marine science and gear technology.

Places are still available on courses to be run at Fleetwood, August 7-11, Whitehaven August 14-18, Ayr, Sept 25-29 and Whitby, Dec. 11-15.

Other courses on which

administrations or developing organisations.

It's syllabus includes fishing vessel construction, fish handling and preservation, fishing gear technology, marine science, fish detection and resource survey techniques, business management, resource management and marine fish farming.

All courses except the one in business management (£60) are free to members of the UK industry. Details of fees for overseas personnel are available on request from The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrews Dock, Hull, North Humberside, Course Booking Form page 9.

## John Burgess' Log



Price is such that it would not pay a fishing vessel owner to buy one to detect activities on shore but might well be affordable by fisheries protection authorities.

Full details about it are obtainable from Bonaventure International (Security) Ltd., Bonaventure House, 18 Jermyn St., London SW1Y 6HN.

## To become a skipper

"I HAVE an opportunity to buy a 32 ton trawler but I have been told that if I do so I will not be able to skipper it myself unless I obtain a Second Hand's or Skipper's ticket."

"Is there anything — apart from inability to pass the examination — to stop me from studying for a Second Hand's certificate while I am refitting

the boat and obtaining one by the time the boat is ready for fishing again?"

Assuming that the refit would be lengthy enough to give you time to take a correspondence course and/or attend a course of instruction at a recognised nautical school to enable you to pass the exam, there are only two obstacles which might prevent you from doing so.

Before you can sit for the exam you will have to provide evidence that you have served four years at sea in a deck capacity of which at least two years must have been served on board fishing boats and you will have to undergo an eyesight test.

The regulation which lays down requirements for candidates for Second Hand (Special) certificates states that: "The total period of service required (but not the minimum period required to be served in fishing boats) may be reduced by satisfac-

tory attendance at a recognised training establishment." So this may not prove to be an insurmountable obstacle.

The eyesight test, however, might prove otherwise. For if you are colour blind, you have no chance whatever of being awarded a certificate.

I said that you have to undergo an eye-sight test before you would be permitted to sit for the exam. Actually I am not sure that it is obligatory to do so, but, with your object in view, it would be extremely foolish not to make sure that your eyesight meets minimum required standards now and is likely to continue to do so.

Defects can only be discovered by a searching examination so it would be wise to undergo a thorough examination by an ophthalmologist or your National Health doctor.

# 'Cut out claw clipping on crabs'

A KENT fisherman has called for a ban on removing claws from live crabs.

After years of inshore trawling, Bert Reed, chairman of the Folkestone and Hythe Fishermen's Association, has switched to crabbing and is far from happy about some attitudes to crab conservation.

He is particularly disturbed over the practice of removing claws from live crabs when they are too soft or watery for the market. Unlike crabs which have 'shot' their claws as an escape reaction, these mutilated animals do not grow new claws, but quickly bleed to death, so that they cannot be caught later when in prime condition.

The claws which are removed at such times are usually watery in any event, and do the market little credit, he claims.

This practice has been reported from other areas, notably when the market is over-supplied and only the

## CONSERVE AND BE KIND

more valuable claws, containing 'white meat' are brought ashore.

Now that crabs are fetching higher prices on French, Swedish and Spanish markets, these practices should be banned, says Bert.

Dead spider crabs dumped on Hastings Beach.

preferably at national or EEC level, and not alone for conservation reasons — but also on grounds of cruelty.

More easily justified, perhaps, though equally wasteful of a resource is the mortality among spider crabs that become entangled in the trammel nets, which are becoming increasingly employed on the South Coast. At Hastings, piles of dead crabs are dumped at the tide line after the nets have been cleared.

One fisherman told *Fishing News* that it was virtually impossible to extricate spider crabs without injury. In any event, the quantities caught were not sufficient to interest foreign buyers, and the home market was not interested. The average size of spiders on this coast is smaller than in the warmer waters of Devon and Cornwall.



Bert Reed, chairman of Folkestone and Hythe Fishermen's Association.

## LICENCES LOST

BRITISH United Trawlers at Grimsby has lost the north-east Arctic licences which had enabled the firm to get *Northern Gift*, *Northern Reward* and *Vianova* out of mothballs earlier this year and back deep sea fishing.

This was after all three vessels were laid-up, together with six other Grimsby-based BUT freshers, at the end of last year.

It is understood the licences have been switched to other company vessels, most probably freezers at Hull.

Of the three vessels only *Northern Gift* had actually been allocated with a licence, while *Northern Reward* and *Vianova* operated on borrowed ones.

*Vianova* has only completed one trip and was preparing for her second at the beginning of July when she was laid-up again.

## STORNOWAY'S BIG LINER JOINS FLEET

WHEN the 114 ft. fishing vessel *Anni Elisabeth* arrived at her home port of Stornoway she created three new records — she became the largest boat in the Stornoway fishing fleet, the first auto line vessel in the UK and also the first auto line vessel capable of trawling. She commenced trials on Monday.

The new vessel, partly financed by the Highlands and Islands Development Board, will play an important part in the new £1.7m. fishery development at Breaclete on the west coast of Lewis.

She is owned by W. J. MacLeod (Fishing) Ltd., which has been formed with a capital of £135,000 and will have fishing marketing and processing interests. In addition the shore company of the firm (W. J. MacLeod, Merchants Ltd.) has also

become a UK representative for the Norwegian Mustad Auto Line system, able to carry out maintenance and repairs.

Mr. MacLeod spent ten days training in the Mustad Factory in Govick, Norway.

The three-year-old Danish vessel was converted for Auto Line fishing in Esberg in a record time of four weeks.

The crew spent six weeks training off the west coast of Ireland, Rockall, the Faeroes and the Shetlands.

She will normally have a regular crew of eight plus two trainees. This week she starts trials in the Minch when two Norwegian skippers will join the vessel as well as representatives of Mustad.

The Auto Line system can shoot 240 hooks a minute. Although dual purpose Mr. MacLeod senior, said that they would be concentrating on the Auto Line fishing.



## ANNI ELISABETH STORNOWAY

Some members of the crew are: (left to right) Angus MacDonald, Robert MacKinnon, John MacLeod, Roddy Arin. (Right) Murdoch MacKenzie, W. J. MacLeod (Sr.) and W. J. MacLeod (Jnr.).

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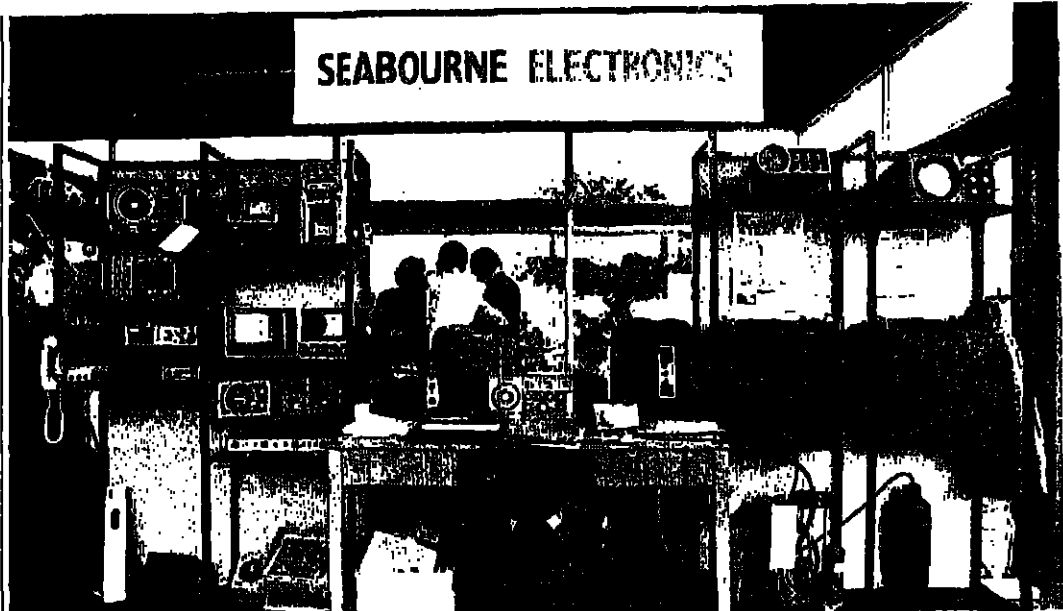


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## SEABOURNE ELECTRONICS



Left: Seabourne brought a large selection of radio telephones and sounders (far left) and sonar (right). Weasmar's 88100 gave an excellent 'mark' of a piece of steering gear four times away!

Right: visitors get down to discussing the Seawinch range of hydraulic haulers. The firm is based in nearby Bridport.

# MINI-SHOW RIGHT ON TARGET

report  
by IAN  
STRUTT

SOUTH-WEST fishermen now have their own regular fishing exhibition following the successful debut of last week's mini-show held at Lyme Regis, Dorset. The show ended on Saturday after a four-day run.

Organiser Roy Gollop, a local net manufacturer, set a target of 500 visitors and he was bang on. Almost all were inshore fishermen and the scope of the show meant they could get first hand advice and service from designing a new boat to fitting her electronics.

Over 200 visitors made it on the first day. Bad weather down the coast allowed them to come without missing a day's fishing.

Sales came thick and fast with a diesel engine, net and hauler ordered on the first day. As the show progressed an order for a wooden inshore boat was tied up and longline gear went to around half-a-dozen boats.

Well-known fishermen at the show included Reg Matthews from Teignmouth and Peter Bartlett of the Brixham-registered *Braeside*. Back in the 'old country' was a former English farmer who, with the advice from *Fishing News*' own John

Burgess, had sold up to fish from New Zealand. He had 'never looked back' and is now the skipper-owner of a sailing trawler on Albacore working from Nelson.

Lyme Regis proved a central base as fishermen came in parties from St. Ives, Cornwall, and the Isle of Wight and further east.

## Diesel

Cecil Quick, who skips the Lyme Regis commercial party boat *Gannet II*, ordered the new diesel, a Lister model STW3 of 30 hp at 2,300 rpm.

He told Lister that his previous engine of the same make had been installed for around 14 years and his most expensive maintenance bill had been £70. This is the sort

of performance a purpose-built marine engine from Lister will give, said Vic Stride.

Local Lister agent, Saville Tractors of Exeter, was there to show that, despite its name, it has a full back-up service for fishermen.

Spencer-Carter made it even though the firm's factory is working to supply hydraulic gurdies ready for the start of the south-west mackerel season. It took a valuable order on the first day.

A wide range of haulers from the firm's catalogue was on view, the newest being the flat-drum net hauler now popular along the English north-east coast and in Ireland.

In production since February, some 20 units have

been sold. It has a 1,000 lb pull and a hauling speed of 120 ft. a minute. South west men prefer the firm's deep-grove net haulers, but fishermen in the north complained that this model could sometimes damage fish in their types of nets.

The sturdy one-ton hydraulic trawl winch was seen alongside the hand hydraulic gurdies and dural, Steve Carter, told *Fishing News* the firm would start work on a three-ton trawl winch soon. Hooks, capstans and parts for hydraulic systems rounded off the firm's popular display.

Cornish boat designer Gae Mitchell had drawings of boats in GRP, steel and wood — on display. His yard has 15 wooden 33-footers on order and this is proving a size demand, as he dealt with strong enquiries for men similar boats from Westcountry fishermen at the show.

deposit was taken from Lymington skipper at the show for a 33 ft. x 12 ft. x 3 in. wooden hull, deck and wheelhouse which the owner will complete himself. Work is due to start on the general purpose fishing boat early next year and fitting are expected to include Weasmar sonar and six cylinder Lister diesel of 88 hp at 2,200 rpm.

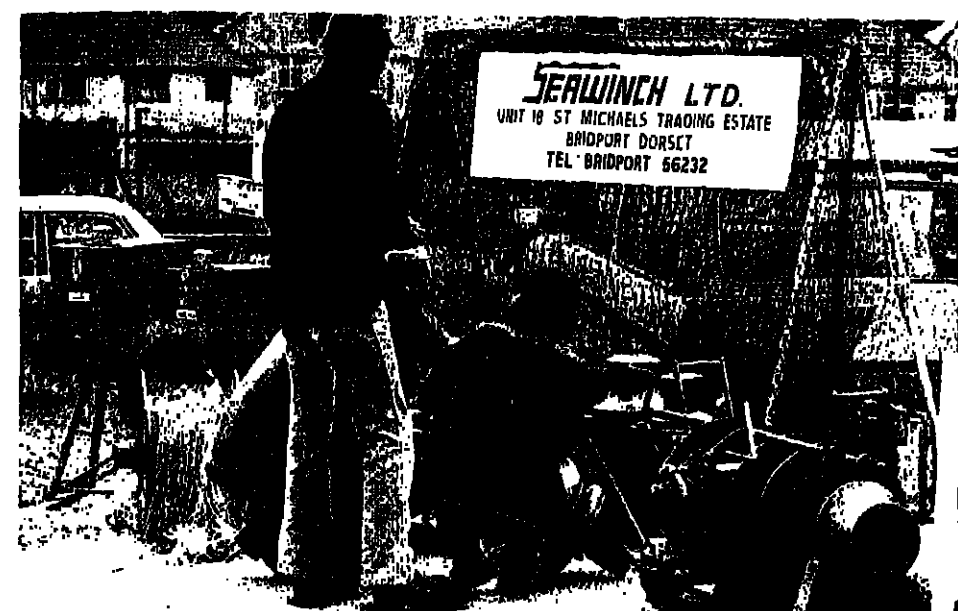
Irish boatbuilder Joe O'Driscoll has a Mitchell designed 40-footer going through the Irish Sea Fisheries Board (BSM) approval at present and the boat is to have a 14 ft. 6 in. beam and a 6 ft. draft.

Visick Marine in Cornwall is just weeks away from finishing the steelwork of the Poldice 38 standard boat by Gary Mitchell. Two Cornish fishermen are looking closely at the boat which is expected to go to another yard for fitting out. There was a strong enquiry at the show, too.

The steel 38-footer has a waterline length of 36 ft. 6 in. and a beam of 13 ft. 6 in. and draft of 6 ft. 11 in. There are also plans for a 41-footer. Drawings show a Norwegian-style layout, with an open-plan storeroom offset to the side behind the forward wheelhouse.

First drawings of Cornish Marine's proposed 40-footer were on show. This is to be the firm's next GRP hull. The final details have not yet been decided yet. Forward and aft wheelhouses, a version of 16.5m registered length and with a draft of 6 ft. 6 in. are

admiring glances.



Other yards represented at the show were Avon-Brunel Marine and Ross Mackenzie Boatbuilding.

Full details of the Brunel range were available; the second in the series is now being fitted out by her delighted owner, Bob Stevens of Poole, outside the firm's factory.

Ross Mackenzie has two Cygnus GM37 boats on order and brought an open GM21 and 16 ft. 8 in. punt to the show. Both GRP craft were being offered for sale.

Yard owner, Barry Ross-Mackenzie, announced at the show he is to start moulding his own GRP hulls. He plans to offer a 23 ft. 6 in. boat and a 30-footer. The plug to build the mould for the smaller hull is now being planned.

He told *Fishing News* he saw a gap in the GRP boat market for these two sizes. They will be good sea-boat types with more flare in the bow than the Cygnus range offers. He took an order for 210 Nantes welded plastic pots at the show.

## Slow

South coast men — with the exception of a few ports — have been slow to take advantage of the White Fish Authority's inshore courses. But this is changing.

Fishermen who attended from all along the south coast discussed the courses and gear behaviour with two WFA men from the trawl test flume tank at Hull, Dave Wileman and Richard McCormick.

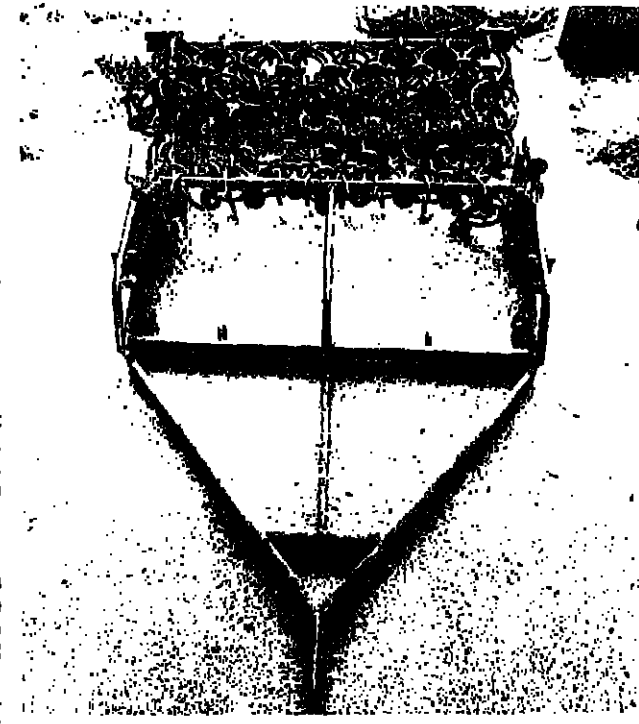
They brought with them two one-eighth scale models of Gollop trawls which have been tested in the tank (the 8 ft. Brixham-type and the 12 ft. wing trawl specially-made for a gear course in mid-June). Results of experiments giving the trawls' dimensions when towed with different rigs were available. The horsepower ranges for the gear courses are expected to be split yet again next year to ensure skippers get the most out of the courses. Each port has its own gear problems which the flume tank men aim to discuss fully and a typical local net may be made up in scale if fishermen from one area (maximum 15) attend a course at once.

WFA area officer Martin Robbins was on hand, too, with information about assistance to skippers.

Electronics were well represented by Seabourne of Plymouth. The firm reported having stocks of the long-awaited Multi-Seavoice 7/t from Electronic Laboratories which is claimed to have a price advantage of around £100 over the opposition.



Roy Gollop — happy that the first show has gone off so well — inside his nine-fathom trawl which soon found a customer. Below: he also acts as agent for this dredge which was exhibited.



The Dancom RT408 7/t, developed from the RT403, was seen. This is the first unit the firm has handled and, at around £500, Seabourne says it is good value for money.

Sounders were represented by Ferrograph and Nocom. Priced at £175 and suitable for up to 30-footers, the Nocom MF608 has white line, variable paper speed and a 100 m. range.

Beginning to find a market in the south-west is the Nocom MF1500. The £250 sonar has search ranges down to 600m.

For tuning in to the fleet, Seabourne had the Belcom AM R-217 B VHF/FM Monitor on display. The unit can automatically scan 17 channels at once and will fit into a car.

Skipper Reg Matthews, who is having a Napier-

designed 58-footer built at the Hinks yard in Devon, is one of around a dozen skippers who have taken advantage of a Weasmar offer (now closed) of a free R400 chart recorder worth just under £2,000 when ordering the top-of-the-range Weasmar SS230 sonar.

The R400 is due to arrive next month and will act as a paper recorder for the sonar and a sounder on 50 and 230 kHz.

An interesting order for the 1,500 m. range SS230 is for a 65 ft. scallop dredger based at Fowey, Cornwall. The unit, due to be fitted next month, will work in conjunction with a Decca plotter to pinpoint rocks and so make maximum use of the beds.

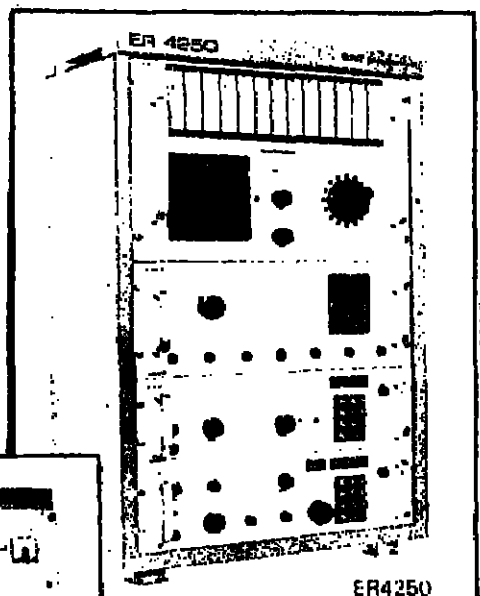
Seabourne told *Fishing News* this is the first time it has sold a sonar specially for

Turn to page 13

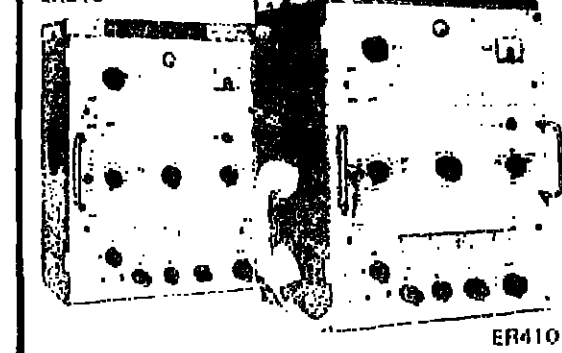
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Ian Wood, managing director of the John Wood Group (Aberdeen) Ltd.

# TOWARDS A COMMON FISHERIES POLICY

## PART 1: CONSERVATION. No common resource

**THIS article is based on a paper which was to be given at a fishing conference in Brussels, postponed in May. Traverchief IAN WOOD, of the Wood Group Aberdeen, forcefully sums up the situation facing British fishermen in the EEC and supports tough Government action on their behalf.**

IN LOOKING towards a Common Fisheries Policy the first issue is the question of ownership of the resource.

The basic Treaty of Rome quite clearly spells out that "the Community will not own the natural assets of any of the member states," and there is no way that Dutch gas, Italian olives, German coal, French uranium, French vineyards or indeed any of the other various natural assets of the member states could

ever be exposed to common ownership or exploitation.

The Community is clearly a "Common Market" not "Common Resources."

The Community's movement to 200-mile limits was achieved by each member state adopting its own 200-mile economic zone and claiming its own sovereign waters; and therefore the natural resources to be found in each of the sovereign zones must belong to the individual member states.

However, at the time of the opening of negotiations for the entry of the UK, Denmark, Ireland and Norway to the Community which, of course, was at a time when the world norm for fishing limits was 12-miles, the original six contrived to make fish an exception to the Community resources principle by claiming not, of course, common ownership of the stocks, but a principle of equal access to their exploitation.

In the event, they successfully scared off Norway and for those who joined, the total injustice of the attempted exceptional treatment of the fish resource has inevitably produced an area of increasing aggravation

which has emerged into single issue to threaten the unity of the Community in the last two years.

As the only possible mitigating circumstance of the indisputable inconsistency in this treatment of the fish resource, the Commission have attempted to argue that the ownership of fish cannot be attributed to any one country because fish migrate.

However, to the extent that this takes place, fish migration occurs in all other major fishing grounds worldwide and in none of these other areas has this been considered relevant in the move-

ment towards 200-mile fishing limits where it is the area in which the fish are caught which is relevant.

Nowhere else has any country disputed the sovereignty of a declared 200-mile zone on the basis that fish caught within that zone do not live their whole life cycle within the zone.

This is exactly the interpretation which the Community has adopted in its negotiations with third countries, and in talks with Faroe and Norway there was no attempt to dispute the validity of the move towards 200-miles on the basis that fish migrates between EEC, Norwegian and Faroe waters. It is therefore totally inconsistent of the Commission to suggest that the migration of fish in any way relevant to the question of ownership of resources within the exclusive sovereign zones of the member states.

Even to the extent to which fish migrate within Community waters is limited. Certainly the pelagic species, and in particular mackerel and herring, do, but one could hardly claim that the stocks to the West of Scotland and Ireland migrate substantially outside UK and Irish waters and it is also accepted scientifically that most of the demersal species tend to live their whole life cycle in the same sea areas.

Possibly because they are aware the migration argument in no way invalidates the internationally accepted criteria of ownership of stocks, the Commission have tried to argue that the UK's conservation policy cannot be effective without the co-operation of the rest of the Community, and Denmark in particular. Of course this is true and, in fact, in North Sea conservation terms the co-operation of Norway is much more important than that of the rest of the Community put together. It is completely irrational to confuse the necessity to have co-operation on conservation with the fact of ownership of the fish stocks.

When one considers the two basic issues — ownership of the stocks and conservation — the UK industry is reminded of the story of the wise King Solomon who was faced one day with two mothers and one baby with both mothers claiming ownership of the baby. After a long, cross-examination which failed to determine the true mother, Solomon eventually declared judgement — "we will chop the baby in half and give half to each mother." Immediately the false mother was prepared to accept this judgement, whereas, of course, the true mother threw up her hands in horror and was prepared to give her baby away rather than see it killed.

It seems to us that the complete injustice in the claim by other member states that they should have equal access to the exploitation of the stocks of the UK and Ireland is totally confirmed by their lack of motivation to conserve these stocks. As this is a semi-technical forum, I would like to underline some of the major

### CONSERVATION

The UK industry therefore sees conservation as the other vitally important issue which demands a fundamental revision of the CFP.

The Commission has argued that NEAFC failed because it was a voluntary regime, whereas the Community will have a statutory regime on the basis of agreement reached by majority vote. However, the painful and tortuous wrangling of the Council of Ministers and the Commission over the last two years on some of the basic conservation issues such as North Sea herring and the Norway pout, with many hours of argument spent by some countries trying to gain exceptions in a situation where scientific evidence is indisputable, breeds absolute no confidence that the EEC regime will show any higher ratio of science to politics.

The rest of the Community have argued that the question of ownership of stocks equally applied at the time of the Treaty of Accession, but of course, at that time the world norm for coastal zones was 12-miles and there was no real appreciation of the new concept of 200-mile international limits, which has completely changed the international fishing pattern and in particular devastated the historical UK fishing effort. It was accepted throughout the Community, that the CFP required to be totally revised in line with the new world fishing conditions, but it is almost incredible that the Community's attempts to carry out this essential revision have been postponed.

### Equal

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This paper was previously published in *European Report* June 7, by Agre Europa (London) Ltd., organisers of the Community's attempts to carry out this essential revision.

**CONTINUED ON PAGE 12**

## New engine 'first' for big beamer

BRIXHAM has the first fishing boat in the UK to be powered by a Cummins KTA-1150-M engine. As part of a major refit the 69ft. beamer *Wilhemina Maria* has been repowered with the 470 bhp (350 kW) Cummins engine. The vessel is owned by Mr. G. Hook of Brixham.

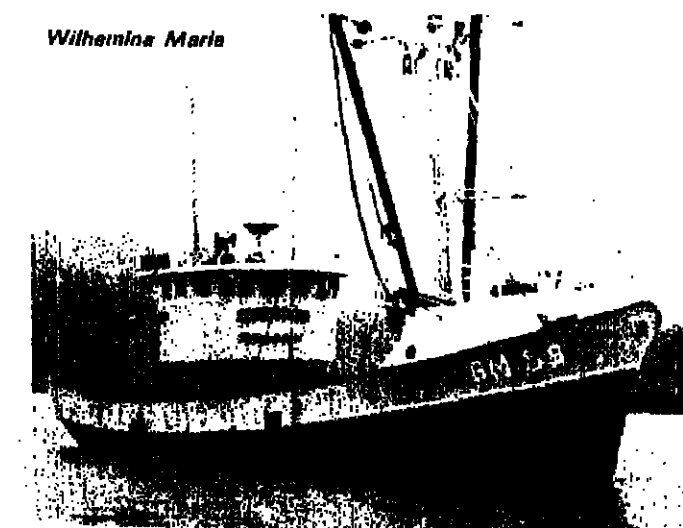
Cummins Diesel Sales and hardened crankshaft is used Service, Avonmouth, working with sufficient treated depth with Dartmouth ship-builders Philip and Son Ltd.

In *Wilhemina Maria* the replaced the heavy low speed engine previously fitted, with the higher power Cummins KTA-1150-M. The Cummins engine is around 3.5 tons lighter than the old engine and claimed to be 50 per cent more powerful.

The Cummins KTA-1150-M is an inline six cylinder engine which is turbocharged and aftercooled. It produces 470 bhp (350 kW) at 1800 rpm, though other power ratings can be specified. The KTA-1150-M is one of a family of Cummins engines which share a common bore and stroke dimension of 6.25 in. (159 mm).

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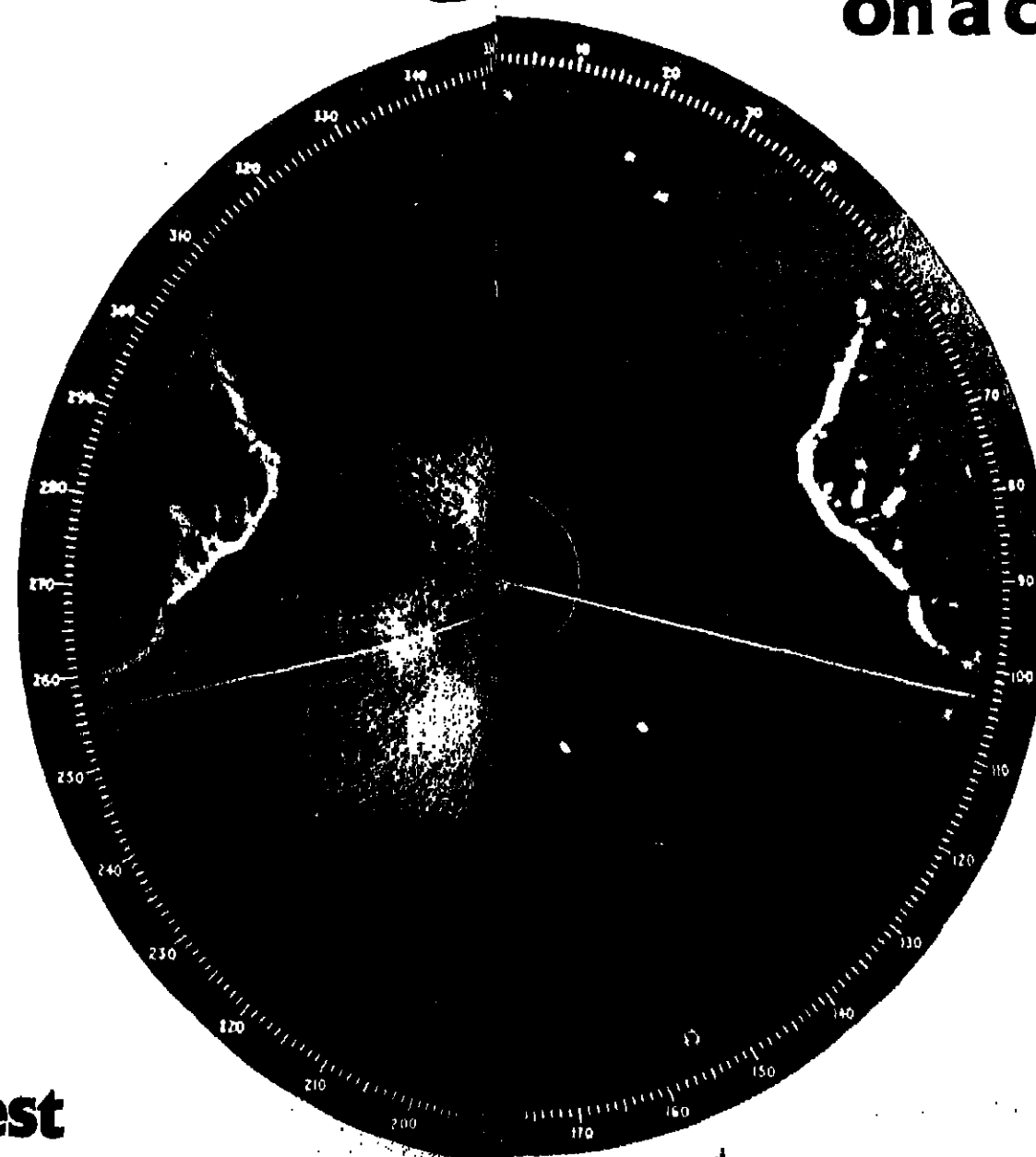
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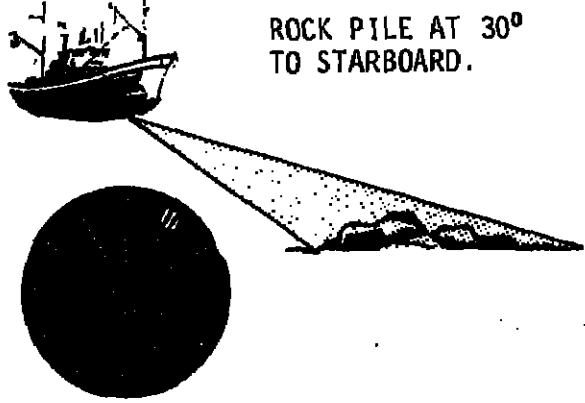
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Maximum load 8730 pounds, 2.58 tons.  
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AFTER ONE of the best seasons on record in recent years the sandeel season has finally ended at Grimsby.

The port's last six remaining multi-purpose vessels, *Samantha*, *Tino*, *Glenda*, *Ellen*, *Locheam* and *Searcher* each landed their last trips the beginning of the month and were the last survivors of the fleet of vessels which began industrial fishing for sprats way back in last November.

This year there was no long break between the end of the winter spratting and the start of the sandeel. Only the above vessels kept at the sprats to the bitter end and were able to move straight onto the sandeel in April.

The end of sandeel from Grimsby also coincides with a virtual shutdown with the Danish fleets of industrial fishing vessels. There the main meal plants, where the fish are reduced, are closing for at least a month, and only the large factory vessels with their own processing units will be able to carry on.

# Swan-song for the sandeels



However the fish are now well past their prime, very soft and watery and generally regarded as unsuitable for processing.

The end of the season means *Samantha* (Sk. Hugo Thinnessen) and *Tino* (Sk. Jorgen Gertsen) in a Peter Thinnessen will convert to a white fish pair team, whilst *Ellen* (Sk. Alan Thinnessen) is linking up with the single-boater *Alma* (Sk. Jorgen Gertsen) in a completely new pairing. Slight's *Searcher* (Sk. Des Melvin Cox) and *Locheam* (Sk. Des Melvin Cox) may follow suit.

## TOWARDS A COMMON POLICY

From page 11

conservation measures which the UK, sees as being absolutely essential to try and ensure the rejuvenation of what is one of the richest fishing grounds in the world — the North Sea.

The cavalier approach to conservation by the Community has been underlined by the measures that the British Government was forced to take last week. Unfortunately, this conservation package lacked one vital ingredient — a limitation on vessels carrying more than one net.

This refers to the issue of fishing vessels carrying both human consumption gear and very small mesh industrial fishing gear on the same voyage.

For many years a large number of these vessels have fished using solely the commercial fishing nets, i.e. with 16 mm mesh, to catch all the fish available in an area being trawled. The industrial species and under-sized human consumption fish are then placed in one fishroom and the above-sized human consumption species caught in the industrial net are placed in the other.

The 10 per cent by-catch rule is only applied to the under-sized fish included in the industrial species fishroom because the catching vessel inevitably claims that the above-sized human consumption species in the other fish-hold has been caught by the conventional net (which, of course, has not been used at all).

The Commission very clearly recognises this major loop-hole, but again presumably bowing to political pressure, are only attempting to solve this problem by introducing a complex log-book recording system which will no way prevent the practice, but merely require the cheating skipper to develop some skills at falsifying the forms he has to complete.

The only and extremely simple method of preventing this practice is to insist that vessels that have any industrial fish on board can only have a 10 per cent by-catch of human consumption species (above or below the minimum size) on board at any time.

Contrary to common belief,

the UK does not wish to prevent the successful exploitation of commercial fishing in areas where clean catches of industrial species can be achieved. However, the UK and we know some other member states, will simply not countenance the continuing wide-spread cheating that has taken place in the past with this major loop-hole in the use of small mesh industrial nets. Failure to close this door now will make absolute nonsense of the essential proposals to increase the human consumption mesh size.

Other essential conservation steps are the control of fishing in nursery areas and very strict control on super-efficient methods of fishing — in particular purse seining and beam-trawling — which can in certain circumstances damage excessive amounts of small fish and are capable of sweeping large areas of sea clean.

It is also necessary that mesh sizes in general in Region 2, and in particular the North Sea and west coast of Scotland, are increased over a period of time. The Commission clearly recognises this, but again is showing dangerous signs of bowing to political pressure.

Clearly, if the Community has any serious intent of working to restricted quotas, an increase in the mesh size is by far the most effective conservation and economic means to achieve this.

The UK industry might have been more amenable to reconsider at least part of its basic thinking on CFP renegotiation if there had been any sign at all in the last two years of any real will to conserve among our partners.

Mr. Gundelach, on his visit to Aberdeen in June 1977, accepted that the Commission's whole case was dependent on its ability to run a truly effective conservation regime and if this failed, he admitted to would be persuaded that large exclusively-controlled coastal state zones were the only possible alternative.

We put it to Mr. Gundelach then, that the Commission could not afford to be proven wrong, as by that time the stocks would be irreparably damaged.

The Council of Ministers' conservation discussions in the past year with the very

obvious signs of biological recommendations once again being subservient to political requirements have clearly confirmed to us that the coastal state's exclusive control of its own zone is the only possible solution on conservation.

### CONTROL

The Commission's approach towards control of catching effort — an essential ingredient in any successful conservation policy — also gives cause for very considerable concern.

The importance of strict effort control has now been recognised worldwide and comprehensive and rigidly enforced fishing plans incorporating all catching by effort control have been incorporated into almost every other important international fishing regime.

These fishing plans require to show for each class of vessel the maximum number of vessels on the grounds at

any one time, the estimated total number of days on the grounds, the catch per day, and the estimated total catch of each of the quota species. There is additionally an enforceable reporting in and out procedure as well as reports of moving from one zone to another.

For some completely inexplicable reason the Commission, in its latest control document, relies only on quota reporting, a system of licences, supervision of landings and inspection of fishing.

The really essential ingredient of effort control gets little mention with only the vague suggestion that effort control may be introduced in certain sensitive areas. This is totally inadequate and we can only assume that the Commission's lack of insistence on what should be a basic feature of their regime is another ominous sign of reaction to political pressure.

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## NEW 65-FOOTER FOR KILKEEL

A NEW 65FT. wooden-hulled vessel has joined the growing Kilkeel fleet in Northern Ireland. *Xmas Star II* (right) has been built for Mr. J. More, by the Bangor Shipyard in Co. Down.

She is the first vessel of a new class from this yard and will mainly operate on white fish and herring in the Irish Sea and Scottish waters.

The vessel was designed by the Scottish firm G. L. Watson & Co. Ltd.

The new boat has a beam of 21ft. 6in. and a moulded depth 10ft. 6in.

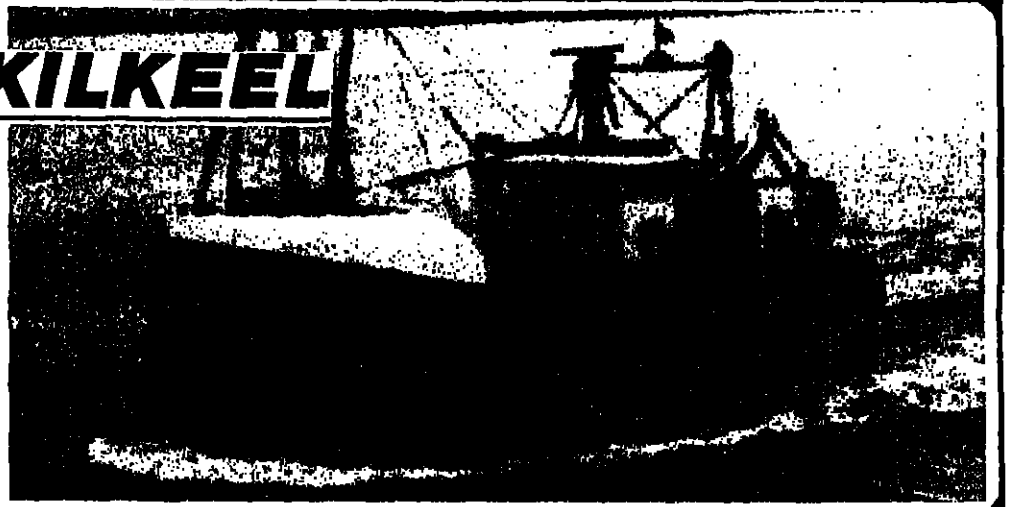
The main power is supplied by a Kelvin TASC8 45hp diesel engine. This is coupled

to Reintjes 4:1 reduction gearbox.

An auxiliary generating set is supplied by Wilmar Engineering Ltd., consists of a Lister 25hp air-cooled diesel driving a Transmotor generator and a 250/700 GGG auxiliary bilge pump.

Deck gear includes: Norlau hydraulic winch with a Northern power block.

Wheelhouse equipment includes: Atlas fish finder Type 720; Wesmar SS240 dual frequency sonar; Furuno FRS 24 radar; 'Sailor' MF radiotelephone; two 'Sailor' RT 144 VHF telephones; Brown & Perring autopilot and Koden A50 net monitor.



# Big shows lined up for Aberdeen and London

WITH THE DUST just settling on the hugely successful Catch '78 fishing exhibition in Aberdeen last month the organisers have already announced that the show will be going on again in 1980. Before this event the Catch-series of exhibitions will also be going 'European' with a major international show in London, next year.

Euro-Catch '79 will take place in the National Hall, Olympia, from June 27-July 1 next year. The date set for the Aberdeen show in 1980, is June 24-28.

The staging of Euro-Catch

'79 will be the first big international fishing exhibition held in London since 1969. Already the show looks booked for a big success.

Stand bookings are pouring

in from fishing equipment manufacturers in all parts of the world.

The organisers, Eagle Exhibition Consultants, report that all the ground floor space

at Olympia has been sold but, there is still room for exhibitors in the gallery of the show hall.

With a full house, exhibition stand space will cover over 6,000 sq. metres.

A feature of Euro-Catch '79 will be a special Scottish mini-show. This is being put on for small Scottish companies operating on a limited budget.

## DORSET MINI-SHOW

From page nine

scallop — a boom fishery in the south-west at present.

Other Wesmar sonars on show were the SS90, SS115 and the SS160. The SS115 is based on the SS160, but has a reduced range (300 m. instead of 600 m.). It also has a smaller cabinet and a far lower price. This model is said to find wrecks down to 65 fm.

Around 20 model SS160 units have been sold in the past two years here, but this unit is now being up-dated. Renamed the SS185, it has a number of changes which can be incorporated into SS160 sets with conversion kits.

Range has increased by half to 750 m. and the target is now expanded for easier interpretation. A toggle switch with a digital read-out controls the transducer tilt angle to improve accuracy when returning to a target.

Show organiser Roy Gollop is agent for Euronete and IC Trawls and was one of the most successful exhibitors. He had strung up his own 9 fm. box trawl and this soon attracted two customers.

As the show progressed an 11 fm. net went to Weymouth, six and nine fm. nets were sold to Looe and a 10 fm. rough ground wing trawl was bought by a Padstow man. Sales of warps, ropes, twines, netting and doors were continuous.

## PRINCE ON BOARD

THE MARR freezer trawler *Junella* will be getting a Royal inspection at Hull next Tuesday. She has been chosen as the vessel Prince Charles will board during his visit to Humberside next Tuesday.

Roy Gollop, a former skipper, told *Fishing News* that sales of IC of Skagen equipment in the south-west is just starting to take-off.

The firm supplies almost all the netting for Gollop Trawls and one well-known skipper who has three IC trawls is John Day of Brixham. Another well-known name looked like being converted!

As the show closed 20 Devon skippers were showing strong interest in a new range of big mesh IC trawls, with rope wings. These are very fast fishing nets. Another IC range specially designed for boats working inside a 3-mile limit was also capturing attention.

Part of the Seawinch range of hydraulic deck gear was on view. The trawl winch has 4-ton pull on each drum and the firm said that half-a-dozen of these units are in service with the Lymington dredging fleet.

The firm makes a 4-ton pull version for use aboard north-east coast coles and this model has also found a market in northern France. Seawinch is planning a one-ton split winch later this year to top the 4- and 4-ton models at present in production.

Two line haulers were on show: the 4-ton and the one-ton for deep water and big tide areas. The larger model has gone down well in France, too.

Transatlantic Fishing Systems sold its American-made longline clips to a number of boats which had not used them before and there was strong interest in the line drum on show. This to be improved by the addition of lead screw drives to aid spooling.

A Poole man plans to buy a 2,000-hook system and the price of this would be around £1,800 if hydraulics are already aboard the boat. The drum costs £850 and the clip-on snoods will sell for £26 per

## NORWAY WANTS COMPENSATION

THERE HAS been a swift reaction from Norway to the conservation measures announced by Britain last week. While fish quotas in the Norwegian zone are nominated for revision in a working paper being prepared in the Fisheries Directorate in support of the Norwegian position on compensation for the losses.

If Norway does not get compensation, she will take unilateral action aimed at cutting EEC quotas, including British quotas of Arctic Cod, according to Fisheries Director Knut Vardal.

Vardal says this is not a threat but a statement of fact in view of the importance Norway attaches to the agreement with the EEC. The Norwegians are not aiming specifically at British quotas, however.

If the Danish industrial trawlers move east into Norwegian waters, there will be no reaction so long as they keep to the 1978 joint regulations limiting boats to 100 at a time and setting a quota. Although the Southern Norway Trawlers Association sent its chairman to Bergen last week with the mission of getting the Danes barred, the agreement remains in full force. It all depends on whether compensation is given.

Fisheries Director Knut Vardal told *Fishing News*: "I understand the situation the British are in regarding the herring, but I hope they agree that one part of an agreement cannot be crossed out while all the rest is still supposed to apply. The British must understand that Norway needs compensation."

Vardal estimates the loss to the Norwegian purse by the herring ban at 15 million kroner. It is expected that the Norwegian authorities will ask for an increase of the 30,000 ton quota of mackerel that can be taken west of 4°.

They have already asked for a minor extension of the fishing area, bordered in the south by 56°30'.

Norway still wants to get the framework agreement with the EEC signed and in the meantime does not intend to get involved in EEC squabbles. Vardal says that in the present difficulties, it-for-tat is no policy at all and is nothing more than a last resort if the claim for compensation proves fruitless.

The Fisheries Directorate will not bring support of Norwegian conservation efforts in the Barents Sea into discussion.

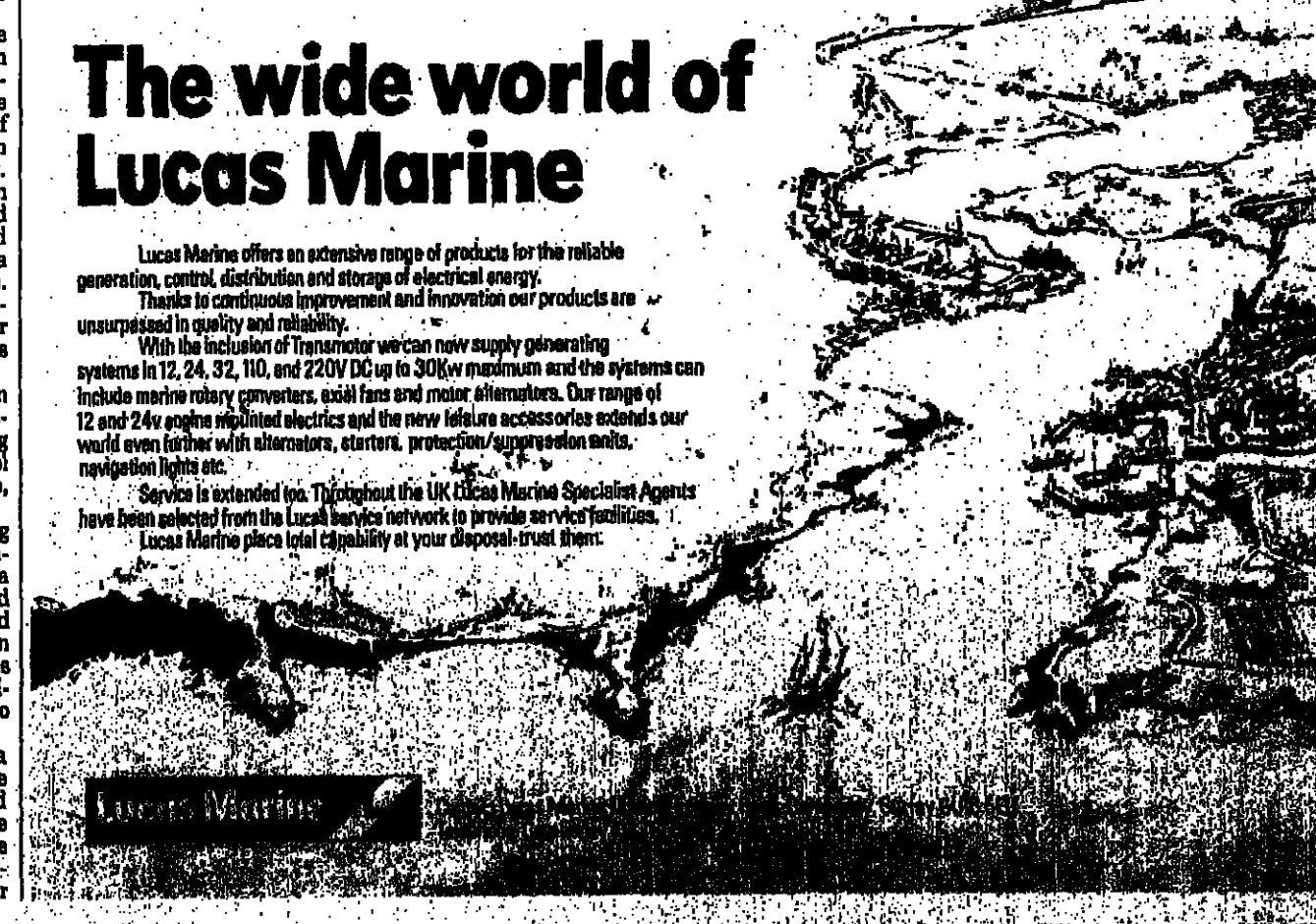
The picture of British fishermen's indifference to Norwegian regulations, based on the 40 plus per cent of British vessels in the Barents Sea taken in violation of the rules, is not really accurate because the statistics include all violations. British sins are minor by and large. It is said.

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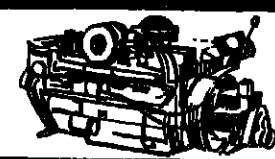
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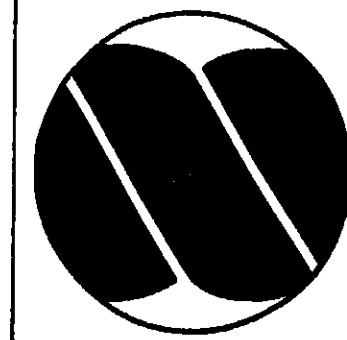
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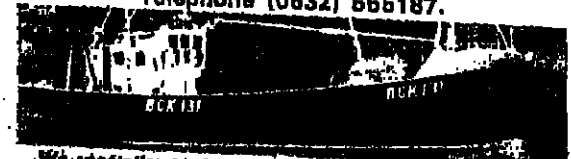
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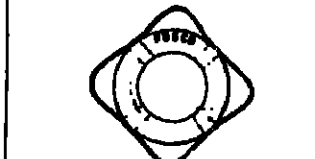
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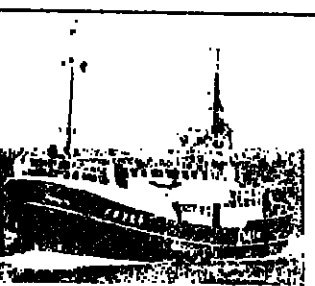


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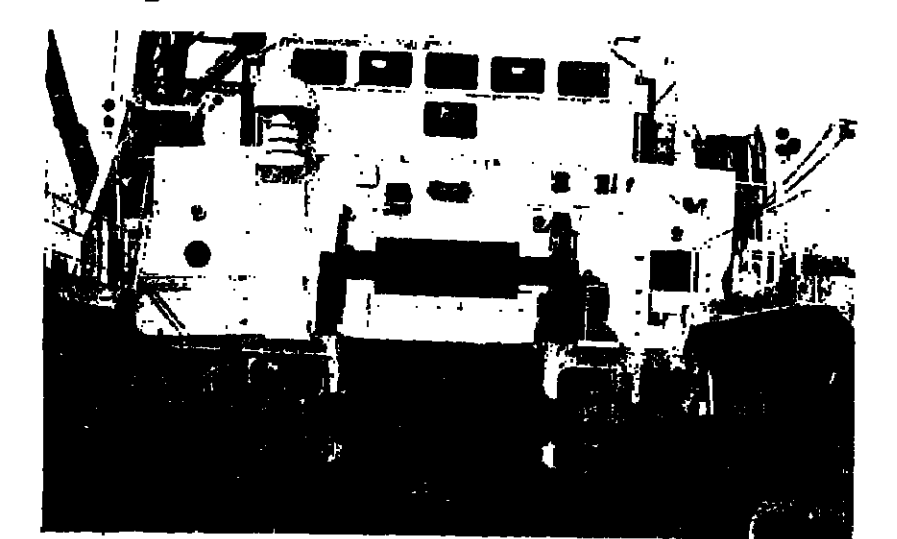
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### GRIMSBY

Distant water  
£21,685: Huddersfield Town, Conso (Sk. W. G. Hardie), 899k, WS, 23 days.

### Middle water

£31,091: Ross Zebra, BUT (Sk. R. Reeves), 1,252k, W, 17 days.  
£24,514: Ross Jaguar, BUT (Sk. D. Speck), 746k, W, 16 days.  
£21,110: Ross Kipling, BUT (Sk. J. Roberts), 967k, W, 15 days.  
£20,718: Ross Kashmir, BUT (Sk. J. Meadows), 957k, W, 16 days.  
£16,468: Ross Cheeta, BUT (Sk. E. Hudson), 490k, W, 15 days.

### North Sea

£13,057: Loveden, Lindsey (Sk. G. Ireland), 338k, NS, 13 days.  
£8,652: Tom Grant, Lindsey (Sk. R. Sinclair), 224k, NS, 13 days.

### Solers

£12,354: Christiansborg, Conso (Sk. V. Jensen), 501k, NS, 13 days.  
£11,402: Guldberg, Conso (Sk. H. Kristensen), 430k, NS, 17 days.  
£11,190: Rosenborg, Conso (Sk. N. P. Jensen), 429k, NS, 14 days.  
£10,881: Fourcas, Sleight (Sk. O. Thimmesen), 360k, NS, 11 days.  
£10,673: Kell-Jan, Chapman (Sk. J. Thomsen), 420k, NS, 15 days.  
£10,330: Zarepla, Chapman (Sk. B. Jensen), 436k, NS, 13 days.  
£10,372: Gladson, Chapman (Sk. E. Pedersen), 338k, NS, 16 days.  
£9,931: Ella Grethe, John R. (Sk. R. McQueen), 405k, NS, 13 days.

### Pair teams

£16,013: Sonia Jane, (Sk. D. Buley), 560k, and £14,993: Anna Michelle, (Sk. R. Collins), 516k, both John R., NS, 10 days.  
£16,739: Carl Borum, (Sk. G. Riley), 674k, and £12,959: Jacqueline Borum, (Sk. J. Borum), 544k, both Danbrit, NS, 14 days.

£13,806: Caenby, Sleight (Sk. J. Lee), 558k, and £12,886: Leanda, Danbrit (Sk. B. Nejrup), 600k, both NS, 13 days.  
£11,159: Limanda, Conso (Sk. D. Rose), 408k, and £9,869: Toarnborg, Danbrit (Sk. J. Hill), 328k, both NS, 15 days.

### Gill-nets

£7,757: White Bank, Conso (Sk. O. Christensen), 191k, NS, 6 days.

### HULL

£44,370: C. S. Forester, Newington (Sk. W. Brettell), 1,697k, WS, 26 days.  
£31,983: Westella, Marr (Sk. M. Boddie), 1,375k, WS, 24 days.  
£30,350: Lord St. Vincent, Hellyer (Sk. W. Heath), 1,207k, WS, 24 days.

### FLEETWOOD

£52,463: Dagny, (Icelandic trawler), 1,598k.  
£21,872: Trezien, (French trawler), 875k.  
£13,568: Ella Hewett, Hewett (Sk. J. Newsham), 409k, 15 days.  
£9,521: Boston Explorer, Boston (Sk. W. Anderson), 263k, 16 days.  
£8,216: Royalist, Hewett (Sk. A. Bedford), 240k, 15 days.  
£7,568: London Town, Hewett (Sk. J. Buckley), 260k, 15 days.  
£4,418: Southwards, Hewett, 130k.  
£4,408: Replenish, Ward (Sk. M. Oldman), 107k, 14 days.  
£4,201: Resolute, Ward (Sk. J. Wright), 91k, 15 days.

### ABERDEEN

£23,701: Grampian Chieftain, North Star (Sk. J. Hentze), 1,145k, S, 12 days.  
£23,209: Grampian Monarch, North Star (Sk. R. Catto), 1,176k, S, 11 days.  
£16,067: Mount Melleray, BUT (Sk. J. Mair), 514k, WS, 12 days.

£15,220: Ben Gairn, Irvin (Sk. C. Crimmer), 477k, F, 15 days.  
£15,156: Ben Lui, Irvin (Sk. T. Nelson), 540k, F, 19 days.  
£15,708: Ross Mallard, BUT (Sk. J. Barclay), 528k, S, 13 days.

### LOWESTOFT

£18,200: St. Philip, East Coast (Sk. T. Martin), 495k, NS, 11 days.  
£17,232: St. Patrick, East Coast (Sk. D. Bedford), 498k, NS, 11 days.  
£13,930: Chudleigh, Putford (Sk. G. Wilson), 534k, NS, 10 days.  
£12,218: Boston Sea Dart, Boston (Sk. C. Scott), 308k, NS, 12 days.  
£12,205: Boston Wasp, Boston (Sk. A. Scrivens), 301k, NS, 12 days.  
£12,128: Boston Shackleton, Boston (Sk. M. Barnard), 383k, NS, 13 days.

### NORTH SHIELDS

£17,432: Ben Meidie, Irvin (Sk. A. Coe), 35,347k, NS, 12 days.  
£16,771: Ben Edra, Irvin (Sk. R. Palmer), 33,299k, NS, 10 days.  
£13,892: Ben Glas, Irvin (Sk. S. Shearer), 27,244k, NS, 11 days.

### Under 80 ft.

£7,842: Christine Nielsen, Irvin (Sk. C. Ellis), 16,321k, NS, 4 days.  
£7,070: Lindafarne, Irvin (Sk. J. Bailey), 14,333k, NS, 4 days.  
£5,522: Bishop Burton, Newington (Sk. T. Fairley), 12,880k, NS, 6 days.

### MILFORD HAVEN

£9,225: Picton Sea Eagle, Norrard (Sk. R. Foster), 187k, 13 days.  
£7,606: Norrard Star, Norrard (Sk. J. Rogers), 167k, 13 days.  
£4,856: Westerdale, Linke (Sk. F. Reynolds), 102k, 9 days.  
£3,965: Arthur Harvey, (Sk. J. Donovan), 78k, 8 days.

KEY: B1 Bear Island; B2 Parents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NF Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W West Isles; WC West Coast; WS White Sea; Sk Skipper; k kts; c cwt; kg kilo.

plaice, £40/£42; medium, £40/£45; small, £35/£40; codling, £20/£23; haddock, £28/£30; small, £20/£23; haddock, £22/£25; lemon sole, £25/£30; brill, £45/£50; monkfish, £80; per 10 st. kit.

### ARBROATH

18 boats landed. Prices: medium haddock, £25/£27.50; selected, £27/£29.50; small, £23/£25; large codling, £23/£25; medium, £23/£25; small, £17/£18; large whiting, £16/£18; small, £16/£18; per box; lemon sole, £5/£5.50; dabs, £2.50/£3; per stone.

### FRASERBURGH

1,200 boxes from 20 boats. Prices: cod, £3.20/£3.70; selected, £2.40/£2.80; per stone; haddock, £1.4/£1.8; whiting, £1.0/£1.4; monkfish, £3.6/£4.0; cod, £1.7/£2.6; per box.

### LOCHINVER

335 boxes from three boats. Prices: cod, £3.20/£3.70; haddock, £2.80/£3.88; whiting, £2.28/£2.80; plaice, £1.70/£3.30; megrims, £1.80/£3.00; lemon sole, £1.85/£3.50; lythe, £2.80; saithe, £1/£1.60; hake, £2.20/£3.10; whole prawn, £9.75/£14; per stone.

### BUCKIE

25 boxes from one boat. Prices: cod, £4; medium codling, £3.60; small, £3; mixed haddock, £3.50; small round cod, £1.60; lemon sole, £4; large plaice, £2.50; per stone.

### LOSSIEMOUTH

30 boxes from three boats. Prices: haddock, £3.20/£4.20; codling, £3.20/£4; whiting, £2.2/£3.20; plaice, £2/£5; lemon sole, £5; monkfish, £3; per stone.

### MACDUFF

800 boxes from nine boats. Prices: lemon sole, £3.70/£5.20; plaice, £2.40/£4.50; per stone; medium haddock, £2.40/£2.60; small, £1.2/£1.8; round small, £1.2/£1.8; round whiting, £1.0/£1.20; per box.

### PETERHEAD

2,100 boxes from 21 boats. Prices: cod/codling, £3.10/£5.20; catfish, £2.50/£2.80; small gutted whiting, £2.50/£3; small round whiting, £2.10/£2.40; codfish, £2.20/£2.50; monkfish, £5.70/£6.90; ling, £2.80/£2.70; dogfish, £2.10/£2.20; sole, £4.80/£5.90; plaice, £3.50/£4.40; per stone; large haddock, £2.90/£3.50; medium, £2.5/£2.8; small, £1.8/£2.30; per box.

## BILLINGSBATE

ON TUESDAY 212 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.80/£2.25; Scotch, £1.80/£2.25; Irish, £1.80/£2.25; grise, Irish, £1.10/£1.55; grise, Scotch, £1.10/£1.55; salmon trout, £1.10/£1.55; rainbow trout, 60p/70p; soles, tongues, 60p/70p; plaice, 60p/80p; medium, £1.00/£1.60; large, £1.90/£2.10; eels, £1.10/£1.40; foreign smoked salmon, £3; per lb; large turbot, £1.80/£2.1; medium, £1.50/£1.80; small, £1.2/£1.40; large brill, £1.70/£1.90; medium, £1.30/£1.7; small, £1.0/£1.40; English plaice, £1.10/£1.40; large halibut, £1.80/£1.90; medium, £1.60/£1.80; small, £1.50/£1.80; selected lemon sole, £5/£7; large whiting, £4.50/£5; small whiting, £3.50/£4; headless home water cod, £2.50; fillets, shad, £8.50/£9.50; scallops, £1.20/£1.40; hake, £1.20/£1.40; brazen, £1.2; coalfish, £4.50/£5; haddock, £2.80/£3.2; jumbo, £8.50; selected whiting, £3; small, £2.20; small English dogfish, £4.50/£8; large, £8.50/£10.50; fresh herrings, £5.50; London cured dry salt docks, £9; dry fillets, £1.50/£1.80; golden cutlets, £9; filleted kipper, English, £1.80/£2.25; Scotch, £1.80/£2.25; (skinned), £1.0; bass, £2.1; per mullet, £7; squid, £2.5; large roket, £9/£10.20; medium, £8/£9.40; small, £2.50/£7; red mullet, £4.50/£5.50; large conger, £3.50/£5.50; small, £1.20/£2.40; per stone.

WICK  
150 boxes from 10 boats. Prices: haddock, £13.70/£28.40; whiting, £10.40/£16.60; plaice, £16.80/£20.80; dabs, £12.50; skate, £10/£10.50; per box.

### NEWLYN

Prices: large hake, £10.00; medium, £8.80; small, £2.80; cod, £4.20; turbot, £19.80; large pollack, £3.80; small, £2.80; large monkfish, £1.4; medium, £1.20; small, £0.8; gurnards, £1.20; large john dory, £14.50; medium, £10; small, £7; large ray, £5; medium, £4.20; small, medium, £3.80; ling, £2.80; large mackerel, £2; large medium, £1.50; small medium, £1.20; medium, £2; small, £1.20; large brill, £14.50; small, £10.50; small, £7; ray wings, £4; large conger, £2.80; small, £1; squid, £9.20; monkfish, £11.00; bass, £19; john dory, £7; pollack, £3.80; per stone.

### BRUXHAM

Prices: large cod, £4.80; codling, £5.80; large plaice, £2.24; medium, £1.50; small, £1.20; turbot, £9/£19; large whiting, £3.30; small, £1.80; best lemon sole, £2.40; medium, £1.80; small, £1.40; Dover sole, £2.20; large brill, £10.50; small, £7; ray wings, £4; large conger, £2.80; small, £1; squid, £9.20; monkfish, £11.00; bass, £19; john dory, £7; pollack, £3.80; per stone.

### ISLE OF MAN

30 boats landing at Peel. Prices: herring, 218 units landed at £39.80 to £80.40; per unit.

### TUESDAY, JULY 11

ABERDEEN  
304 tonnes from 20 Faroe and North Sea boats. Prices: mackerel, £5/£10; cod, £28; large codling, £22/£35.50; medium, £25/£35; small, £19/£26; ling, £16; saithe, £7/£12.40; large haddock, £33/£40; medium, £32.60/£38.50; small, £15/£31; whiting, £16.80/£25.80; lemon sole, £27/£28; plaice, £20/£51; per cut; halibut, £7.20/£14.80; per stone.

### LOWESTOFT

1,425 kits from five boats. Prices: haddock, £180/£185; small turbot, £95/£110; cod, £30/£40; whiting, £14/£18; catfish, £24; large

## STRIKE

From page one

owners for fall-back pay, or a minimum wage when there was no work of a guaranteed figure made up of unemployment pay plus money from the owners.

The union also called for a reserve register of fishermen who could be called upon as required and is calling for redundancy pay, possibly of around £3,000, to each man forced out of the industry. It suggests the Government, the EEC and the trawler owners share the financial responsibility for these payments.

It is understood the trawler owners argued that many fishermen did not want regular employment and it was the casual nature of trawling which appealed to them.

They suggested a national ballot of all fishermen who have completed more than 240 sea days over each of the past three years would prove this, but if the men voted in favour of decasualisation then only those in favour of this move should be placed on a register and the remainder should be allowed to continue as at present.

With neither side willing to budge the meeting broke-up in deadlock, but after the meeting the National Fisheries Officer for the TGWU, David Cairns, said he believed the trawler owners had no wish to bring about decasualisation.

"They have given us four points which are non-negotiable and are so abhorrent to us as to be unworkable", Mr. Cairns added. "We must use the only talking to people who have no wish to arrive at a deal and who are being so obnoxious to us that it isn't true."

"What's the use of going to negotiations when you know that one side is placing conditions on you which they themselves know you can never accept."

The union recommendations on regular employment for trawlermen are to be submitted to the Employment Secretary, Albert Booth, who it is hoped will implement a statutory scheme. However with an autumn General Election very much on the cards there is unlikely to be sufficient parliamentary time left to push a Bill through and this would seem to make strike action a very real possibility as the only other means of solving the decasualisation issue.

## Graveyard goes to sea

NORTH DEVON fishermen have agreed to ease pressure on cemeteries by allowing more burials at sea.

The Rev. Donald Peyton-Jones, vicar of Appledore, suggested that a section of the Bristol Channel off Lundy Island should be used for burying his parishioners because graveyards are filling up.

He feared that fishermen would object, but they have agreed to an area of 20 miles between the North Devon coast and Lundy near a string of charted wrecks.

Mr. Peyton-Jones said: "Now I am hoping to get permission from the Ministry of Agriculture, Fisheries and Food."

## Official and Classified ADVERTISEMENTS

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Syntag

### VESSELS FOR SALE

20ft. G.R.P. lobster fishing boat, built 1977, 36 hp outboard, 36 in. draft, completely new, covered, new wheelhouse, non skid trade master deck, 24hp Lister newly overhauled, mast and sail, can be seen out of water. Telephone: Buckle (Dyfed) 361.

20ft. G.R.P. lobster fishing boat, built 1977, 36 hp outboard, 36 in. draft, completely new, covered, new wheelhouse, non skid trade master deck, 24hp Lister newly overhauled, mast and sail, can be seen out of water. Telephone: Buckle (Dyfed) 361.

### FOR SALE BY PRIVATE TREATY

M.F.V. CARRAIG BREACH D. 530.

Wooden built 1970, registered length 62.7ft., depth 9'8". Registered under part one, Gross Tonnage 68.80 net 32.41. Overall length 68ft. 6in. 37 hp engine fitted July, 1977. Lister Auxiliary completely overhauled June, 1978. Norbit belt driven winch. Equipment owned: Coastal radio R.S.B., Decca radar 202, Kelvin Hughes V.H.F., Smead echo sounder, Smead multi channel V.H.F. (new June 1978), Decca Mk. 12 on hire, vessel equipped for stern or side trawling, at present engaged in white fishing in Irish sea. Quantity of herring and white fish gear for sale with vessel if required.

ENQUIRIES TO: Tom Lantry Esq., 82, Belgilane Road, Howth, Co. Dublin, IRELAND.

FOR sale 30ft. lobster boat, transom stern, built Miller, Sk. Monro, forward wheelhouse, spacious deck, 30 hp fresh water cooled, 21 hydraulic hose, fitted with stern gantry, 1 ton North Sea winch, not hauler etc. Forograph G.M. 2 echo sounder, fluorescent light units, small radio receiver, 11,000 u.c.o. vessel and all machinery in excellent condition. Telephone: Chesham (Dyfed) 436, 11 Phillips.

17ft. x 8ft. G.R.P. Dory with 24hp Yamaha outboard, run only 10 hours, registered fishing boat RX 241, ideal workboat, diving boat, currently gill netting 1,500 with engine and spilt. Can be seen at Rye Harbour. Telephone: Reading 412234.

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15ft. punt from £475  
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GM37 from £2,170  
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Use £1,550 with engine or boat.  
Lightest, fastest, most durable.  
10023 02471/72 and 10023 02472  
We will be at the next boat show and open house 25-26 July, 1978, Rye Harbour.

### FISHING VESSEL "Valhalla"

(26ft), built by Jones, Bucks 1954, length 26ft. 6in., breadth 10ft. 6in., depth 8ft. 6in., 152 Gardner 3.1 reduction, fitted for trawling, vessel presently fishing, boat and engine open to any inspection. Apply J. McMaster, 6 New Road, Portlargo, Co. Down. Telephone: Portlargo 289.

### FROZEN FISH

Pacific salmon, £1.30; Canadian salmon, £1.30; sea bream, £1.20/£1.40; hake, £1.20/£1.40; sea bass, £1.20/£1.40; mullet, 45p; barbon, 80p; sea far, 45p; per lb; fillets, £1.20/£1.40; small, £1.20/£1.40; large, £1.20/£1.40; per stone.

### VERSATILITY 30ft. fishing

30ft. fishing, 30 hp outboard, 36 in. draft, fitted for trawling, vessel presently fishing, boat and engine open to any inspection. Apply J. McMaster, 6 New Road, Portlargo, Co. Down. Telephone: Portlargo 289.

### COLVIC 20ft. G.R.P. Kelvin diesel

two berth, galley, fully equipped 2,500, diesel 20 hp, white boat, 20ft. x 8ft., built 1978/79, 100 hp on oak frame, as new, £2,500, at engine. Telephone: Woodbridge 628 or 01 23 2181 (Tuesday and Wednesday).

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### FOR SALE BY PRIVATE BARGAIN

M.B. "OCEAN REWARD" (BCK 46)

Built of wood by Gerrard Brothers, Arbroath 1959

Length registered 78.2ft., overall 80.7ft., depth 9.4ft., breadth 20.9ft., tonnage gross 84.30 nett 44.03.

Vessel extensively modernised July 1975 with new Caterpillar 425hp engine, deckhouse, Sutherland combined hydraulic steel winch, Tandem hydraulic power steering gear, new deck shelter September 1978.

Electronic equipment owned: Decca 110 radar, Decca 420 autopilot, Sailer SSB radio, Marmal watchkeeper receiver. Equipment fitted: Decca Navigator Mk. 12, Decca Navigator Mk. 21, Kelvin Hughes MS 44 with bottom lock, Furuno FFS 24 radar, Kelvin Hughes Foreland VHF, Sailer 144 VHF.

Vessel is fully fitted for seine, also with trawl gillows and hollands. Quantity of seine nets included in sale. Vessel available for inspection at Mduff.

Offers to be lodged with Mceas Duggie McPherson, Commercial Road, Buckle, telephone: 31108 on or before noon Saturday 15th July, 1978.

### FOR SALE BY PRIVATE BARGAIN

M.V. "ACCORD" (INS 55)

Built of wood 1967 Jones, Buckle Shipyard

Length overall 55.2ft., registered 53.7ft., breadth 10ft., depth 8.2ft., tonnage 43.48

Engine Gardner 230hp fitted new 1969, complete overhaul 1977, generator 24V

Northern 12, winch Sutherland at speed. Carbon power block. Stern propeller.

Equipment owned: Kelvin Hughes sounder M828, Kelvin Hughes VHF, Kelvin Hughes Sailer radio 845, Marmal watchkeeper receiver, emergency radio watch batteries.

Equipment fitted: Decca Navigator Mk 12, Kelvin Hughes radar type 17

. BOI survey completed, interim certificate in effect. Quantity of fishing gear to be sold with the vessel.

Vessel can be inspected by arrangement with Mr. T. O. Ralph telephone: Burg Head 382 or Mr. W. McPherson telephone: 31108 on or before noon

Closing date for offers 21st July, 1978 12 noon

Offers in writing to M.V. Accord INS 55, c/o Arthur Dunlop, Shore Street, Loughmoe, telephone: 0343 812078

All offers in writing to M.V. Accord INS 55, c/o Arthur Dunlop, Shore Street, Loughmoe, telephone: 0343 812078

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All offers in writing to M.V



